

Montana and the Sky



Vol. 37, No. 3

MONTANA AERONAUTICS DIVISION

March 1986

AOPA ORGANIZES SPEAKERS' BUREAU

The Aircraft Owners and Pilots Association is putting greater emphasis on its Speakers' Bureau and is seeking general aviation pilots around the country who want to make presentations to local community groups about flying and general aviation.

AOPA President John L. Baker said a vigorous speakers' program is necessary if the public is to have an appreciation and understanding of the contributions to society made by general aviation.

"Too often we talk only to ourselves," Baker said. As a result, non-aviation people are not hearing the general aviation story. Our fellow citizens are unaware that general aviation flies a half million passengers daily, moves freight and goods, vital organs for transplants, sows and treats crops, inspects pipelines, patrols forests for fire prevention, reports on traffic, and helps in crime fighting. And these are just some of the uses of general aviation aircraft!"

With 265,000 members nationwide, Baker said no other group is as uniquely situated to coordinate such a program as the AOPA Speakers' Bureau. A number of members, he said, have written to AOPA volunteering to speak before local schools, civic groups, and business and professional associations to promote the general aviation story.

"This effort is an important part of the overall program to educate our non-flying fellow citizens about the value and benefits of general aviation. For pilots to ignore the rest of America is not in our interest, considering that we number only about three-tenths of one percent of the population," Baker said.

Pilots interested in participating in the program should write to Speakers' Bureau, c/o Edmund Pinto, Senior Vice President - Communications, AOPA, 421 Aviation Way, Frederick, MD 21701.

By return mail, speakers who sign up will receive information about the program, how it works, tips on making speeches, suggested groups to speak to, as well as a speaker's kit containing a variety of prepared speeches on various aspects of general aviation.

Towers Invade Airspace

By: Fred Hasskamp, Chief
Safety and Education Bureau

Towers are being built at an alarming rate, and there is a time lag between when a tower is built and when it is depicted on aeronautical charts.

Pilots should also be aware that occasionally a tower will be built that is not marked or lighted. The FAA requires a "notice of proposed construction or alteration" be submitted by the tower owner before construction begins; however, on occasion this is not done and the information is not forwarded to the chart makers.

New, unmarked towers that are not depicted on current aeronautical charts should be reported to the Montana Aeronautics Division at Box 5178, Helena, MT 59604. In the interest of aviation safety, your help will be appreciated and will aid in our efforts to have potential hazards to air navigation properly marked on our new aeronautical chart.

Blood Alcohol Tests Can Be Required

Secretary of Transportation Elizabeth Hanford Dole has announced a new FAA rule that requires pilots and other aircraft crew members to submit to chemical tests for alcohol under certain conditions or face the loss of their certificates.

FAA Administrator Donald D. Engen noted that incidents of alcohol abuse among pilots has declined steadily since 1971 when it was cited as a contributing factor in 12.6 percent of all fatal general aviation accidents. In 1984, he added, that figure had dropped to 4.8 percent.

The new rule is linked to the adoption of another FAA rule last April that for the first time established a blood alcohol standard (.04 percent or more by weight) for determining objectively when pilots and other air crew members were under the influence of alcohol. Previously, the FAA regulation prohibited anyone from flying an airplane if he or she had consumed any alcoholic beverage within the preceding eight hours but did not specify a blood alcohol standard; now both standards are in effect.

Under the new rules, pilots and other air crew members would be required to submit to a blood alcohol test when requested to do so by state or local police officers conducting a lawful investigation. Those that refuse to take the test could have their airmen certificates and ratings suspended or revoked by the FAA. They also would be subject to civil penalty action.

The rule becomes effective April 9, 1986. In addition to pilots, it also applies to flight engineers and cabin attendants.

Administrator's Column

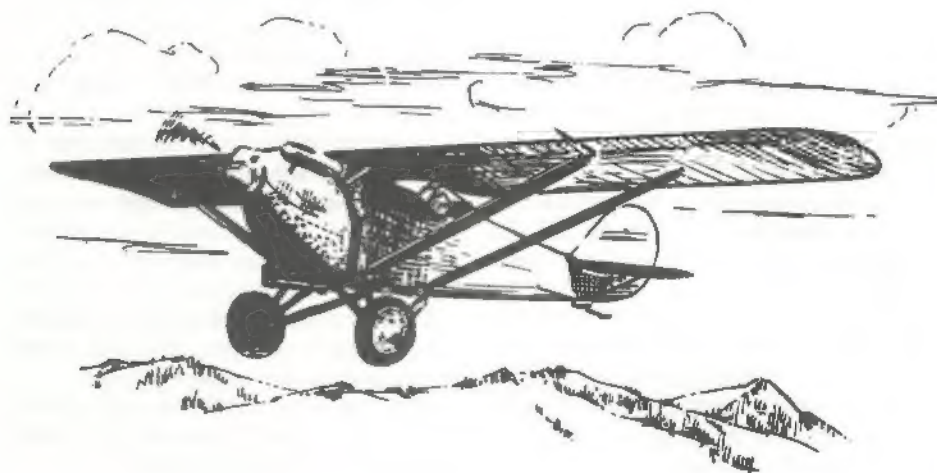
Aviation Conference. Although printing deadlines prevent publishing the activities of our 1986 Statewide Aviation Conference, which was held March 12 through 15, in this issue of *Montana and the Sky*, I would like to express a thank you on behalf of the Aeronautics Division staff to the Montana Aviation Trades Association for co-hosting the Conference and, more specifically, to Steve Vold, Conference chairman, and his committee for the outstanding job they did in assuring the tremendous success of the Conference. I also wish to recognize and thank all of the dedicated people who volunteered their time to be guest speakers and program participants. Last, but not least, I wish to thank all of you who supported the Conference by attending - without your support the Conference would not have been a success.

* * *

Aviation Users Trust Fund. The Airport and Airway User Trust Fund now has a SHAMEFUL balance of over \$7.56 billion. The government is now planning cuts in the expenditures from this User Trust Fund in view of the mandates of the Gramm-Rudman-Hollings Act to balance the budget. This money is being held hostage, as it falsely reflects a \$7.5 billion better picture than the actual deficit. As you know, I am a strong critic of the manner in which this, OUR money which we are putting in TRUST, is being mismanaged. This money is being collected from the aviation users (not the general taxpayer) and we were promised that it would be used to improve our airports and airways in the United States. We need OUR money to improve our airports and airway system! Senator Nancy Kassebaum, Kansas, has introduced a bill to take the Aviation Users Trust Fund out of the federal "unified budget" and, hopefully, we can all take an active part in gaining enough support to see this bill pass and put an end to the blatant misuse of our User Trust Fund money.

* * *

Aviation Product Liability Insurance. It was good news for me when I learned that federal legislation has been introduced to place 12-year time limits on liability cases, to require that all general aviation cases be tried in federal court, to require that attorney fees be paid to the winning party when shown that the suit is frivolous, and there are several other conditions set forth in the bill which has been introduced by Congressman Dan Glickman of Kansas. Congressman Glickman stated that "the average cost of a general aviation aircraft is forced up \$70,000 just to cover the product liability insurance and that has added significantly to the drop in sales and jobs in general aviation manufacturing. Liability legislation generally is a state matter, but the federal government regulates general aviation every step of the way: design, manufacture, and maintenance, even the operation and air traffic control system on which they rely." If you feel strongly about this legislation, you should let our Montana congressional delegation know your feelings.



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NASAO Offers Airport Seminars

By: Dave Kneedler, Chief
Airport/Airways Bureau

In the January issue of Montana and the Sky, we alerted our readers to a series of airport seminars - "How to Assure the Future of Your Airport" - planned for this spring and sponsored by the National Association of State Aviation Officials (NASA). In addition, an informational brochure regarding the seminars was mailed, along with a cover letter encouraging attendance, to airport managers, fixed base operators, airport boards, and county commissioners.

Elsewhere in this issue we have reproduced the agenda taken from that brochure. You will note that beginning in mid-April there are several sessions scheduled in our part of the world which would be relatively easy to reach.

We intend to send at least one member of our staff to a seminar and have high hopes for the success of this effort. The individuals who are putting on these sessions have been doing so for a number of years in the Wisconsin area, and we feel their experience and expertise will guarantee an extremely worthwhile seminar with a wealth of useful information. We strongly urge your attendance.



MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25*. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME(Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

FAA Requires Shoulder Harnesses

Adoption of a new rule requiring that shoulder harnesses be installed on all seats in newly manufactured airplanes having nine passengers or less has been announced by Secretary of Transportation Elizabeth Dole.

"Shoulder harnesses will provide more protection than seat belts alone for passengers traveling in smaller aircraft," she said. "Under this rule, all occupants will be required to fasten the harnesses during takeoffs and landings."

Dole said the Federal Aviation Administration rule requires shoulder harnesses to be included in those aircraft manufactured one year after the effective date of this final rule. Present regulations require them only on the front seats normally occupied by pilots or a pilot and passenger. The other seats are equipped with seat belts.

In addition, the Secretary noted that the rule also requires the pilots-in-command on these airplanes to brief passengers about how to fasten and unfasten the harnesses and notify them to buckle up for takeoff and landing.

The FAA rule will apply to all aircraft in this category including those not manufactured by General Aviation Manufacturers Association (GAMA) members. Also affected will be foreign manufactured airplanes exported to the United States.

CALENDAR

March 22 - Fly-In Trivia Contest. Sponsored by Spokane Cloudbusters. Call (509) 534-8631 for further information.

April 5 - Hawaiian Party sponsored by Helena Valley Hangar. Call 449-7639.

May 4 - FAA Airport Development Project Seminar, Colonial Inn, Helena. Contact Susan Flood at 449-5271 in Helena for more information.

July 12 - First Annual Airplane Rummage Sale, Kalispell City Airport. Sponsored by Flathead Hangar of the MPA.

July 18 - 20 - Schafer Meadows Fly-In.

Aug. 1 - 8 - EAA Fly-In, Oshkosh, Wisc.

Aug. 17 - Helena Air Show.

Sept. 19 - 21 - Mountain Search Pilot Clinic, Kalispell.



UNICOM FREQUENCIES CHANGE

By: Jerry Burrows
Aviation Representative

1.229 MHz is the frequency to use when calling the following Aeronautical Multicom stations and to activate the runway light radio controllers for those airports with controllers (marked RC).

Baker	*Harlem
Big Sandy (RC)	Harlowton (RC)
Bridger	Jackson
Broadus	Jordan (RC)
Browning	Philipsburg (RC)
Columbus (RC)	Plentywood (RC)
*Deer Lodge (RC)	Red Lodge (RC)
Eureka	Seeley Lake
Fairfield (RC)	Townsend
Fort Smith	Wilsall
(Summers)	

*New stations

These new frequencies are incorporated into our new airport directory, soon to be mailed, and our revised aeronautical chart, which will be out later this year. Also notified were the FAA, FCC, and chart publishers.

Mechanics Tool Scholarship Awarded



The Montana Aeronautics Division has awarded a \$250 tool scholarship to Jim Holland, Hamilton. Jim completed the A & P course at the Helena Vo-Tech in February. He hopes to find work in restoration and eventually work for an air museum or a private firm specializing in that type of work. Here he is congratulated by Fred Hasskamp, chief of the Safety and Education Bureau.

FLY-A-CONTROLLER PROGRAM ANNOUNCED

Communications between air traffic controllers and general aviation pilots will be greatly enhanced via a new program announced by the Aircraft Owners and Pilots Association, the FAA, and the Air Traffic Control Association.

FAA Administrator Donald D. Engen, AOPA President John L. Baker, and ATCA President Gabe Hartl kicked off the new Fly-A-Controller program, saying that "we jointly feel that better communications and understanding between controllers and general aviation pilots will improve the system for all."

Fly-A-Controller is a voluntary program organized by AOPA, with the cooperation of the FAA and ATCA. Participating general aviation pilots will be asking FAA controllers and flight service personnel to fly with them on a local flight, which can be planned to cover the airspace for which that controller is responsible.

"Controllers will be able to experience the ATC system from the front seat of a general aviation airplane," said AOPA's Baker. "By understanding the capabilities of the airplane and the high workload environment of controlled airspace, controllers will learn much about what it's like on the other side of the microphone."

FAA Administrator Engen noted that controllers "will have an opportunity to

discuss their views of general aviation flying, how air traffic can better serve general aviation, and how general aviation pilots can operate more efficiently and safely within the system. Furthermore, pilots will get a better understanding of the pressures controllers face daily."

"AOPA will be urging all of its 265,000 members to fly a controller," said Baker. The pilot association has a brochure available for interested pilots, describing the details of how to contact an ATC facility and what the flight should include. The FAA controller will also submit a "Familiarization Flight Trip Report" to the facility supervisor.

"We hope that many of our members will take this opportunity to introduce and orient the non-pilot controller, via the familiarization flight, to the world he speaks and listens to, but never sees," said AOPA President Baker. "Undoubtedly, the mutual exchange of information which will naturally occur will serve to enhance and improve services given and utilized within the air traffic control environment."

Gabe Hartl of ATCA urged his association's members to participate in the Fly-A-Controller program, saying, "We think this program affords the non-pilot controller a golden opportunity to enhance his understanding of general aviation.

NAV Aids Upgraded

By: Jerry Burrows
Aviation Representative

A lot of traveling throughout the state has been done the last few months for the purpose of changing unicom and radio controller crystals, installing new unicom, runway light radio controllers, and inspecting airports.

New solid state unicom have been installed in the Powell County sheriff's office (Deer lodge) and the Harlem police station. They operate on 122.9 MHz. Their runway light radio controllers are also activated on this frequency. See separate article covering all changes to 122.9.

Cut Bank lights will be activated with their new radio controller on 122.8 MHz - 3 clicks low, 5 medium, and 7 high intensity. The runway end identifier lights come on with 5 and 7 clicks. The VASIs are on all the time.

A defective time clock on the Columbus runway light radio controller was replaced, allowing regular usage on 122.9 MHz.

The Superior Airport no longer has lights.

If your community is interested in an energy saving runway light radio controller, solid state unicom, modern rotating beacon, or runway lights, let us know.



Mike Rogan, Airport Services Technician, installs an antenna for a runway light radio controller.

FIRC HELD IN HELENA



Sixty-two participants attended the Flight Instructor Refresher Clinic sponsored by the Montana Aeronautics Division and held in the Coach House East in Helena on February 21-23, 1986. The Clinic was conducted by Cockrell Aviation Training, Anchorage, Alaska. Above left is Ray Tremblay, who handles survival and pilot training for the state of Alaska. At right is Dr. Jerald Cockrell.

★ ★ ★ ★ ★ ★ ★ ★

Cessna Aircraft ran this ad to publicize its fixed-price pilot training program: "Cessna will make you a pilot for \$2,900. Guaranteed." Shortly thereafter, the company received a letter from seven Kansas women.

"Dear Cessna, In response to your ad in the latest Popular Mechanics, we would like to order a pilot. The following particulars should be built into your design: male - quick learner; height 6 feet, two in-

ches to 6 feet, five inches; weight 190 pounds; chest 46 inches; waist 34 inches; shoe size 11 - optional; hairy chest and muscular; dark blue eyes; wavy brown hair. We see by your ad that this pilot is guaranteed, but we would rather take him on approval. We have several other people interested in your pilot program. Could we get a discount on case lots?"

(United States Pilots Association Newsletter)

Dent Moves To Colorado



Ron Dent, who has been manager of the Yellowstone Airport since July 1980 has resigned his position to become manager of Durango, Colorado. We wish Ron well in his new endeavor. Stop in to see him if you're in the area.



Flight Plans Are Important!

By: Fred Hasskamp, Chief Safety and Education Bureau

If you are forced down for any reason, failure to have filed a flight plan can mean the difference between hours or days as far as search and rescue is concerned.

Latest available U.S. Air Force statistics indicate that, on the average, a downed aircraft with no flight plan is down for almost 17 hours before it is reported overdue. In the case of a downed aircraft on a VFR flight plan, 2.7 hours go by before being reported to search authorities. A downed aircraft on an IFR flight plan, again on the average, is reported overdue in 1.6 hours.

Time is critical in any search situation. Filing a flight plan is good insurance, and it only takes a couple of minutes. Call toll free to FSS in Missoula at 800-874-0078, in Great Falls at 800-874-4202, and in Billings at 800-824-7706.

Medical Examiners Listed

From the newest Directory of Aviation Medical Examiners received from the Northwest Mountain Region of the FAA, the following is a list of examiners in Montana. An asterisk indicates that the examiner is also a pilot:

Absarokee:

*Esxley, Jack L.

Baker:

*Musser, Richard E.

Obye, John R.

Belgrade:

King, David B.

Billings:

Cabrera, Herminio B.

Etchart, Leonard W.

Howell, George B.

Johnson, D. Frank

Lydiatt, James S.

Morrison, James D.

Nelson, Richard C.

Shaw, William S.

*Standish, Vernon D.

Bozeman:

Allen, Edward G.

Hathaway, Robert A.

*Patterson, John S.

Butte:

*Casebeer, Harvey L.

Pullman, John

Chester:

Buker, Richard S.

Chinook:

Beggs, James N.

Choteau:

Cannon, Porter S.

Johnson, Marcus A.

Circle:

Hastetter, Nicholas J.

Colstrip:

*Klassen, Leonard

Columbia Falls:

Covill, R. Wade

Columbus:

*Swanson, Clarence H.

Culbertson:

*Reitzel, Norman L.

Cut Bank:

*Kegel, James F.

Dillon:

Juergens, Andrew L.

Ekulaka:

Schaub, Stephen R.

Fort Benton:

Gertson, William F.

Glasgow:

*Gregory, David

Rothenberg, Mikel A.

Glendive:

Chambers, Richard O.

Great Falls:

Bulger, James J.

*Chambers, Robert E.

*Keenan, Thomas M.

McGregor, John F.

Wynia, Robert E.

Hamilton:

Moreland, John P.

Petty, Charles R.

Hardin:

*Ostahowski, Gary A.

Havre:

Richardson, Bruce W.

Helena:

*Alvarez, Faust M.

*Burgess, John R.

*Goodwin, Reginald J.O.

*Kremer, Jerome L.

*Norris, Thomas E.

Taubenberger, Peter

Kalispell:

*Stephan, John D.

*Swenson, Oscar A.

Laurel:

Richardson, Eugene L.

Lewistown:

*Lefever, Hollis K.

*Orley, Joseph P.

Libby:

Matthews, William T.

Livingston:

*Noteboom, Dennis L.

*Rowe, J. Thomas

Malta:

Dean, Phillip L.

Miles City:

Campodonico, Lawrence A.

*Stickney, Edwin L.

Winter, Malcolm D.

Missoula:

*Bargmeyer, Ernest M.

*Baumgartner, Thomas A.

Ratigan, Richard D.

Thompson, Daniel W.

Plains:

*Lulack, Jacob V.

Plentywood:

*Stoner, Gaylen J.

Polson:

Benkelman, Ward E.

Roundup:

*Davis, David R.

Scobey:

*Fitz, Merle D.

Shelby:

Stanchfield, Robert F.

Sheridan:

Swager, Warren M.

Sidney:

Ashcraft, Jimmie L.

Whitefish:

Coolidge, Del B.

*Miller, Wilfred S.

Whitehall:

*Sacry, Gayle



Project Seminar Planned By Helena FAA

By: Susan Alexander

Planning/Program Officer, FAA, Helena

You are cordially invited to attend the one-day seminar to be hosted by the Federal Aviation Administration's Helena Airports District Office on the procedures involved in accomplishing an airport development project under the Airports Improvement Program.

The seminar will be held on Thursday, May 8, 1986, from 8:00 a.m. to 5:00 p.m. at the Colonial Inn in Helena.

Join us for a luncheon of beef stroganoff available at a cost of \$6.65.

On Friday, May 9, a one-on-one session will be available at the Helena Airports District Office to discuss any particular areas of interest. Also, the slide presentation, entitled "Billings Airport and Important Community Assets" will be offered at 9:00 a.m. on May 9.

Anyone interested who may not have received an invitation, call Susan Flood at 449-5271 in Helena for further details and registration.

Hope to see you there!

NASAO AIRPORT SEMINAR OUTLINE

FIRST DAY

Airport Support Agencies—Past, Present and Future Roles

- Federal
- State
- Local

Owner Responsibilities and Opportunities

- Role of Airport
- Management
- Minimum Standards
- Potential Development

Safety—A Most Important Consideration

- Who's Responsible?
- What's an Acceptable Risk?

Clear Zones, Safety Areas and the Airport Environment

- Obstructions and Hazards to Air Navigation
- Compatible Land Use

The Airport Plan—Guide to the Future

- Master Planning
- Airport Layout Plan
- Preserving Existing Facilities

Organizing for Maintenance Management Introduction to Maintenance Management

- Inspection and Testing
- Developing Projects

SECOND DAY

Airport Facility Maintenance

- Airport Sponsor Obligations
- New Methods of Maintenance Monitoring

Safety and Emergency Response

- Preparing for Emergency
- Accident/Crash Response
- Disaster Relief

Property Management

- Sources of Revenue
- Leasing and Renting
- Delegation and Control

Airport Services as a Gateway to Your Community Budgeting

- Defining the Needs, Costs, & Revenues
- Negotiating the Bottom Line

Cost Center Accounting

- Analyzing Cost/Benefit
- Making Logical Decisions

Value of an Airport

- Economics
- Health and Welfare
- Recreational
- Educational

Gaining Community Support

- Collecting Information
- Educating the Public

Registration Form — AIRPORT SEMINAR

Fee: \$295 per person

(Please print)

Name _____ Title _____

Agency/Organization _____

Address _____

City _____ State _____ Zip _____

Work phone _____ Home phone _____

☐ Payment enclosed

☐ Forward bill to agency/organization

☐ I cannot attend during this series, but I may be interested in future seminars. Please add me to your mailing list.

SELECT A LOCATION AND DATE CONVENIENT TO YOU (Indicate your 1st and 2nd Choices):

- ☐ Jan 27-28 Columbia, SC
- ☐ Jan 30-31 Orlando, FL
- ☐ Feb 4-5 Montgomery, AL
- ☐ Feb 10-11 Baton Rouge, LA
- ☐ Feb 13-14 Albuquerque, NM
- ☐ Feb 20-21 Seattle, WA

- ☐ Feb 24-25 Grand Rapids, MI
- ☐ March 10-11 Springfield, IL
- ☐ March 13-14 Green Bay, WI
- ☐ March 20-21 Sacramento, CA
- ☐ March 24-25 Los Angeles, CA
- ☐ April 7-8 Richmond, VA

- ☐ April 14-15 Denver, CO
- ☐ April 17-18 Rapid City, SD
- ☐ April 21-22 Portland, ME
- ☐ April 24-25 Kansas City, MO
- ☐ April 29-30 Boise, ID

Please make check payable to: NASAO Airport Seminar.

☐ Please send lodging information.

Return this form to: NASAO, 777 14th Street, NW, Suite 717, Washington, DC 20005. Or call: 1-202-783-0588.

The Pilot's Ten Commandments

I. Beware of the intersection take-off for verily the runway behind thee and altitude above thee are no more than another hole in the head.

II. Tarry not on active runways for mad confusion may result causing thee to make like a chopping block.

III. Ignore not thy checklist, for many are the switches, valves, and handles waiting to take vengeance upon thee.

IV. Look to thy left and to thy right as thou journey thru the sky or thy fellow pilots will surely buy beers for thy widow.

V. Buzz not, for this incurreth the wrath of thy neighbor and bringeth

the fury of the FAA on thy head and shoulders.

VI. Take the measure of thy fuel for verily, a tank full of air is an embarrassment at 10,000 feet. Yea, and even more so on departure leg.

VII. Push not through the scud lest the Angel Gabriel be waiting on the other side.

VIII. Trifle not with the thunderstorm for thy wings and tail feathers are like to be shorn from thy sky chariot, and thyself be cast about the firmament.

IX. Beware of weather prophets for the truth is not always in them.

X. Check frequently thy airspeed on final lest the firmament riseth up and smite thee.



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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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